

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Chester River Bridge Inventory Number: K-450  
 Address: Draw Bridge for Route 213 over the Chester River between Chestertown and Kingstown City: Chestertown Zip Code: 21620  
 County: Kent County and Queen Anne's County USGS Topographic Map: Chestertown  
 Owner: MD State Highway Department Is the property being evaluated a district? yes  
 Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_  
 Project: Chestertown Emergency Services Tower Agency: DBM  
 Site visit by MHT Staff: no yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Is the property located within a historic district? yes no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district yes Eligible district yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context \_\_\_\_\_

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible x yes no

Criteria: x A    B    C    D Considerations:    A    B    C    D    E    F    G    None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Chester River Bridge links Kingstown to Chestertown by supporting the Scenic Byway, Route 213, over the Chester River. This low-profile drawbridge was constructed in 1930 through the sponsorship of Frank M. Jarman Post and Jeff Davis Post American Legion in dedication to the "Ex-Servicemen of Kent County and Queen Anne's County."<sup>1</sup> The current bridge replaces the original Chester River Bridge constructed approximately 100 years earlier which was positioned approximately 350 feet west of the current bridge. The original stone abutment remains embedded in the Chester River bank on the Kingstown side.

The bridge was reconstructed in 1989 in much of the same style as the 1930s bridge.

The concrete bridge is approximately 1,620 feet long and is composed of a series of equally-spaced cast-concrete support beams atop cylindrical concrete posts secured in the Chester River bottom. The structure is a draw bridge to allow passing boats to navigate the river. The draw bridge operation booth is a modest Queen-Anne inspired design consisting of a small

<sup>1</sup> Inscription on the metal dedication plate mounted on the Chester River Bridge.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <u>  </u>	Eligibility not recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D	Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None
Comments: <u>BRIDGE DETERMINED NOT ELIGIBLE IN FEBRUARY, 2001</u>	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>11/07/04</u> Date
<u>B. Kuntz</u> Reviewer, NR Program	<u>11/30/04</u> Date

200402572

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

K-450

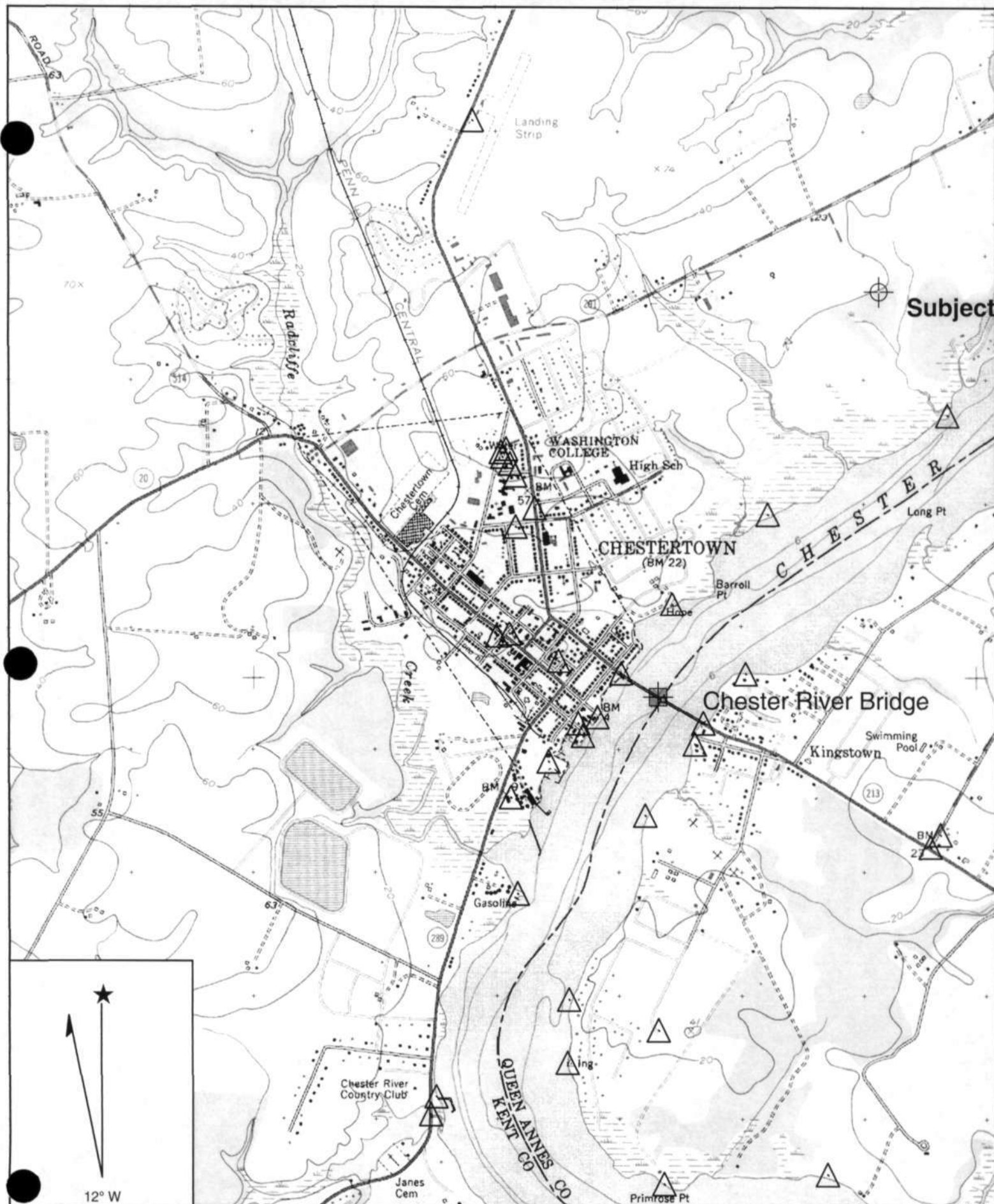
(approximately 10-x-10 foot) square-plan booth with a shingled flattened-bell roof and slightly flared eaves. The booth is supported in the river with cast-concrete structural system.

The two-lane bridge is lined with solid concrete barriers on both sides. A pedestrian walkway runs the length of the west side, and a metal railing top accompanies the concrete barriers. Copper and metal light posts line both sides of the bridge. The entrance on either end is flanked with brick walls rather than concrete.

The bridge is significant to the local history of both Chesterton and Kingstown as a means of providing a gateway over the Chester River, linking the two communities. The bridge is eligible for the NRHP under criteria A.

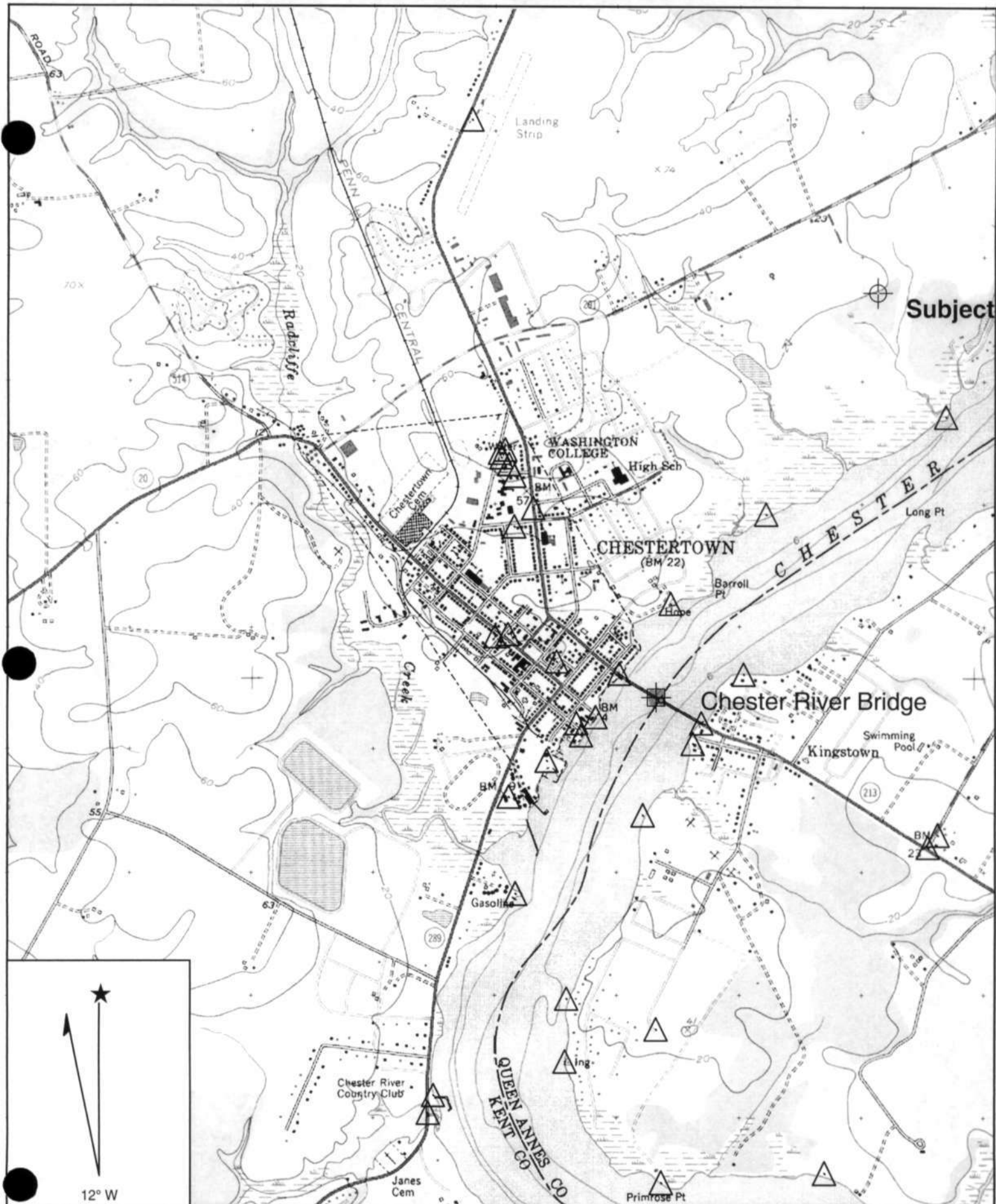
Prepared by: Kathryn St. Clair

Date Prepared: July 19, 2004



Name: CHESTERTOWN  
 Date: 7/29/2004  
 Scale: 1 inch equals 2000 feet

Location: 039° 12' 41.24" N 076° 04' 08.21" W  
 Caption: MIHP# K-450  
 Chester River Bridge  
 Kent County



Name: CHESTERTOWN  
 Date: 7/29/2004  
 Scale: 1 inch equals 2000 feet

Location: 039° 12' 41.24" N 076° 04' 08.21" W  
 Caption: MIHP# K-450  
 Chester River Bridge  
 Kent County



R-450

Chester River Bridge

Kent Co., MD

Kathryn St. Clair, 06/04

NEG: MDSHPO

View of the drawbridge (in operation) looking  
From the south bank of the Chester River.

Photo 1/5





R-450

Chester River Bridge

Kent Co. MD

Kathryn St. Clair, 06/04

NEG: MD SHPD

View from the Bridge looking North towards  
Kings town.

Photo 2/5





K-450

Chester River Bridge

Kent Co., MD

Kathryn St. Clair, 06/04

NEG: MD SHPO

View of the Operator's Shelter on the West  
Side of the Bridge

Photo: 3/5

RECONSTRUCTION OF  
CHESTER RIVER BRIDGE

Maryland Department of Transportation

Richard M. Trainer, Secretary  
John K. Smith, State Highway Administrator  
Charles S. Friedman, Chief Bridge Engineer  
Robert P. Brown, District Engineer-Georg  
John W. Williams, District Engineer  
John A. Bradley III, Project Engineer Construction  
CENTURY ENGINEERING, INC.  
ASTORIA, OREGON 97103  
MILLEN CONTRACTING COMPANY  
CONTRACTOR

STATE OF MARYLAND  
1989

William Donald Schaefer  
Governor

Louis L. Goldstein  
Comptroller

Lucille Maurer  
Treasurer

K-450

Chester River Bridge

Kent Co., MD

Kathryn St. Clair, 06/04

NEG: MD SHPO

View of the Reconstruction plaque on the bridge.

Photo 4/5

THE CHESTER RIVER BRIDGE  
DEDICATED TO THE EX-SERVICE MEN  
OF KENT COUNTY AND  
QUEEN ANNE'S COUNTY.

SPONSORED BY  
FRANK M. JARMAN POST • JEFF DAVIS POST  
AMERICAN LEGION, NOVEMBER ELEVENTH  
1930

K-450

Chester River Bridge

KentCo., MD

Kathryn St. Clair, 06/04

NEG: MD SHPO

View of the dedication plaque on the bridge.

Photo: 5/5

United States Department of the Interior  
Heritage Conservation and Recreation Service

National Register of Historic Places  
Inventory—Nomination Form (NOT on NR)

For HCRS use only

received

date entered

See instructions in *How to Complete National Register Forms*

Type all entries—complete applicable sections

## 1. Name

historic Chester River Bridge

and/or common Chester River Bridge

## 2. Location

street & number Maryland Route 213 crossing of  
the Chester River n/a not for publication

city, town Chestertown n/a vicinity of congressional district First

state Maryland code 24 county Kent code 029

## 3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property

name Maryland State Highway Administration District Engineer

street &amp; number Morgnec Road

city, town Chestertown n/a vicinity of state Maryland 21620

## 5. Location of Legal Description

courthouse, registry of deeds, etc. No deed reference

street &amp; number

city, town state

## 6. Representation in Existing Surveys

Maryland Historical Trust  
Historic Sites Surveyhas this property been determined eligible? ☐ yes ☒ nodate April 1983 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state Maryland 21401



## 7. Description

K-450

**Condition**

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

**Check one**

☒ unaltered  
☐ altered

**Check one**

☒ original site  
☐ moved date \_\_\_\_\_

Describe the present and original (if known) physical appearance

### DESCRIPTION SUMMARY

The Chester River Bridge, carrying Maryland Route 213 across the Chester River at Chestertown, Kent County, Maryland, is a reinforced-concrete structure 1470 feet long and approximately 29 feet wide, constructed in 1930. It consists of a double leaf bascule draw span approached from both ends by a series of concrete girder spans. Its elevation is approximately 12 feet above mean high tide. The bridge exhibits Neoclassical detailing in its cast concrete railings with massive rectangular balusters, and in the bridge keeper's building located at the western end of the draw span, which features a bell-cast roof. Art Deco-influenced lamp posts hold octagonal bronze lanterns at both portals.

### GENERAL DESCRIPTION

The highway bridge between Chestertown, Kent County, and King's Town in Queen Anne's County carries Maryland route 213 northwest - southeast across the Chester River. It consists of a double leaf bascule span of 89 feet in length approached from both ends by a series of concrete girder spans, totalling 34 thirty-five foot spans and 4 thirty-three foot spans. It is a two-lane concrete structure, relatively low to the water, arching gently in the center to about 12 feet above mean high tide. The concrete is gray-tan in color with yellow and brown river run gravel.

The bridge railings are cast in sections that correspond to the distance between the piers. The hand railing is plain and Neo-classical in feeling with massive rectangular ballusters. Both ends of the bridge have octagonal, bronze lanterns set in tall square posts with cast Art Deco geometric design lamp posts. Lanterns at the beginning and end of the draw span are also set in bronze posts.

The gate keeper's house is square and its roof is a handsome ogee in shape. On each facade is a three-part window, a wide one over one sash window set between two narrow one over one sash. The doorway on the northeast facade is also set between two side lights.

The gate keeper's house sits above the water on tall piers at the western-most corner of the draw span and is a typical one-room at road level structure. The gate keeper's house is a square structure 11'4" on a side and 8' from street level to ceiling. It is original and made of the same concrete as the bridge.

The total length of the bridge is 1470 feet.

The overall width is 28 feet 11 inches.

The distance between rub rails is 22 feet.

The two draw spans in the center of the bridge are 44 feet long each.

A four foot wide concrete walkway on the south side of the surface extends the length of the bridge.

The total surface area, including the approaches, is a few square feet less than one acre.

SEE CONTINUATION SHEET #1

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

Chester River Bridge

Continuation sheet Kent-Queen Anne's Counties, MD Item number

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GENERAL DESCRIPTION (Continued)

There are two bronze plaques set in the bridge. One, in the center span, is inscribed with the names of the men involved in the bridge construction and reads as follows:

CHESTER RIVER BRIDGE  
BUILT 1930  
STATE ROADS COMMISSION  
C. CLINTON UHL - CHAIRMAN  
HOWARD BRICE JOHN K. SHAW  
H.D. WILLIAR, JR. - CHIEF ENGINEER  
W.C. HOPKINS - BRIDGE ENGINEER

A dedication plaque is attached to the base of the lamp post on the Chestertown side. It dedicates the bridge to "the Ex-Service Men of Kent County and of Queen Anne's County." This dedication was sponsored by the Frank M. Jarman - Jefferson Davis Post of the American Legion on November 11, 1930.

The land approach abutments to the bridge are 102 feet long, rising on a uniform slope from the highway level to the road surface of the bridge, a distance of  $4\frac{1}{2}$  feet in height. The width of the abutments is 36 feet overall.

The abutment for the Chestertown side of the bridge starts a distance of 120 feet from the intersection of Water Street and Maple Avenue.

The abutment extends to mean low tide at the river side.

At the juncture point of the bridge surface and abutment are located on the rail four lamp posts, two each side of the bridge. They are concrete-based, three feet above the road surface with a 30" square top footing. Mounted on this top is a 24" square tapered lamp post, constructed of the same concrete mix as is the bridge, with a  $2\frac{1}{2}$  foot high bronze lamp on the top.

Located at the lift position of the bascule section of the bridge are four cast iron lamp posts, five feet high with a bronze lamp enclosure on top of each post.

Directly adjacent to the base on the south walkway at the Chestertown end of the bridge is a U.S.C.&G. survey benchmark number A-89-1942.

The support for the roadway is composed of transverse columns, 30" thick three feet high, and 25 feet long, supported by four each, 2 feet x 2 feet concrete pilings immersed into the bed of the river.

# 8. Significance

K-450

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1930 Builder/Architect Spencer, White, & Prentice, Chicago, Ill.

## Statement of Significance (in one paragraph)

### SIGNIFICANCE SUMMARY

The Chester River Bridge is significant for its association with the development of transportation on the Eastern Shore of Maryland. It is a product of a period of great activity in road building carried out in response to the shift from steamboats to motor trucks as the principal carriers of the region's agricultural products to market. During the 1920's and 1930's several reinforced concrete drawbridges were constructed across the wide rivers of the Shore to accommodate increased volumes of truck traffic. The Chester River Bridge embodies the characteristics of these bridges in its reinforced-concrete construction, low elevation, combination of Neoclassical and Art Deco-influenced decorative elements, and picturesque bridge keeper's house with a bell-cast roof. Two other bridges of similar design remain on the Upper Eastern Shore, spanning the Bohemia and Sassafras Rivers; another spans the Choptank at Cambridge to the south, and one crosses the Severn at Annapolis on the Western Shore. The bridge derives additional significance for its contribution to the townscape of Chestertown, a historic community of generally small-scale structures dating from the 18th, 19th and early 20th centuries. The scale of the bridge and its restrained Neoclassical detailing provide an appropriate and pleasing approach to Chestertown. The present bridge is the fourth at this location; the first bridge in the series was constructed in 1802 to supersede ferry service which had been carried on since 1708.

### HISTORY AND SUPPORT

The 1920's and 1930's saw an active road building program on the Eastern Shore of Maryland. The decline of steamboat service on the Chesapeake Bay had isolated the Shore, making shipment of farm products to market difficult and severely damaging the economy of the region. Good roads and bridges were badly needed, and engineers turned to the relatively new construction material, reinforced concrete, to solve the problem.

From the Conowingo Dam south, concrete bridges were constructed to carry the traffic over the wide rivers of the Shore; many accommodated marine traffic with draw spans. The gate keepers' houses, often with whimsical roofs, made for picturesque crossings, and the bridges, typically low and graceful, were in harmony with the landscape. In its design the Chester River Bridge has an interesting combination of design motifs, from Neo-classical and Art Deco styles of the period.

SEE CONTINUATION SHEET #2

K-450

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

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Continuation sheet Chester River Bridge  
Kent-Queen Anne's Counties, MD Item number

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HISTORY AND SUPPORT (Continued)

Now in their fifties, these bridges are beginning to disappear and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view from the structure.

The Chester River Bridge is the last of these upper Shore bridges still in fairly good repair. As much a part of the townscape as the eighteenth century mansions, such as "River House" and "Wide Hall," it deserves preservation as a monument to early twentieth century engineering and design.

The through and local traffic growth using the bridge, the relative size of the bridge as related to the traffic volume, the location of historical properties at the Chestertown side of the bridge, and the relative center of town traffic discharge point toward the construction of a new bridge north or south of Chestertown.

For Route 213 through traffic, this is an anticipated reality, and with such a bridge, the Maryland Highway Department will be inclined to consider the new bridge as a principal means of inter-county travel and close or allow the present bridge to go into complete disrepair. King's Town and Chestertown are so closely inter-related that a source of travel via the present bridge site must be maintained. The relative inconvenience, under the present economy, of these two inter-related towns would be definitely affected adversely by having an alternate bridge with both ingress and egress located so far from the center of the community activities.

Maryland Route 213, which is conveyed over the Chester River via the Chester River Bridge, is the most important and heavily travelled highway in the northeast section of the Eastern Shore of Maryland. Route 213 has its origin at the town of Fair Hill, near the Maryland-Pennsylvania border. It then passes through Elkton, Chesapeake City, Cecilton, Galena, Chestertown, Church Hill, Centerville, and terminates at U.S. Route 50 at Wye Mills, in addition to passing through many smaller communities, and is the principal artery through this section.

Chestertown, as the geographic and commercial center of this area, generates the major portion of the traffic moving north and south on Route 213. As such, the patterns of commercial and domestic traffic, already established over the present bridge and system, should be considered the principal factor for the retention of the river crossing at its present location.

The design of the present Chester River Bridge with its relatively low elevation of road surface fits perfectly into the design of the eighteenth century homes that face the bridge and the oncoming traffic to Chestertown.



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United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

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Continuation sheet Kent-Queen Anne's Counties, MD Item number

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HISTORY AND SUPPORT (Continued)

Until approximately 1914 wooden bridges used for country travel were quite sufficient. However, after that time, the advent of mass production of automobiles and their counterparts, trucks, created a radically changing picture for these wooden structures.

Most importantly, a bridge such as the Chester River Bridge serving the vital aforementioned route 213, connecting the growing population and economy of the area served by route 213, was bound to bear increased traffic between the northern and southern communities along this route.

Being primarily an agricultural country when the Maryland Highway Department took over the operation and maintenance of the roads, this also included the bridges.

Except for a very few primary arteries, most of the roads were gravel base. The highway department could not financially or otherwise embark on a major road building and an expanded bridge building at the same time. Realizing the condition of the aforementioned wooden bridge crossings, they considered it prudent to be sure the crossings were intact and safe. Hence, the priority of the bridge structure. Employing the then new design of structure and construction, the nature of the type of river crossings were able to use the comparatively standard design for this bridge and other bridges mentioned.

As the truck and automobile increased, the public demanded that something be done about the highways. To this end and due to the paucity of funds, the highway department embarked upon a program of installing "9-Foots," a concrete paving nine feet wide instead of the usual 20 foot wide paving in the urban and suburban areas.

The Chester River Bridge and other bridges mentioned were an overall part of the State highway program, which was not limited to bridges alone, but the need to make expeditious and convenient travel through the communities, the impedance of the various water obstructions to the highway system put the bridging of the streams and waterways a top priority in the overall system. (Just as the Chesapeake Bay ferries had to be replaced by the Bay Bridge.)

## 9. Major Bibliographical References

K-450

## 10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Chestertown, MDQuadrangle scale 1:24,000

UMT References

A 

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Zone Easting NorthingB 

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Zone Easting NorthingC 

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D 

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E 

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F 

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G 

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H 

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**Verbal boundary description and justification** The land approach abutments on each side to the bridge are 102' long, rising from street level to the road surface of the bridge, an elevation of 4'6". The width of these abutments is 36' overall.

List all states and counties for properties overlapping state or county boundaries

state Maryland code 24 county Kent code 029state Maryland code 24 county Queen Anne's code 035

## 11. Form Prepared By

name/title William S. Coar

organization

date April 27, 1983street & number Still Pond Neck Roadtelephone 301-348-2118city or town Wortonstate Maryland 21678

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

     national   X   state   X   local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

CHESTER RIVER BRIDGE  
Chestertown, Maryland  
(1930)

K-450

The highway bridge between Chestertown and Kingstown is a two lane, concrete structure with its deck supported by a series of 38 arches which spring from concrete piers. Over the center is a steel-grate draw span and a copper-roofed guard-house. The bridge is low to the water, arching gently to about 12 feet over mean high tide.

The 1920's and 1930's saw an active bridge-building program on the major highways of the Eastern Shore. From Conowingo Dam south, concrete bridges were erected to carry automobile traffic over the wide rivers of the shore, and many accommodated marine traffic with draw spans. The gate-keeper's houses, often with whimsical roofs, made for picturesque crossings and the bridges, typically low and graceful, were in harmony with the landscape.

Now in their 50's these bridges are beginning to disappear, and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view to or from the structure. The Chester River Bridge built in 1930 is the last of these Upper Shore bridges still in fairly good repair. As much a part of the town scape as River House or Widehall it deserves preservation as a monument to early twentieth century engineering.



## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

CHESTER RIVER BRIDGE

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

The Chester River at Chestertown

CITY, TOWN

Chestertown

VICINITY OF

1st

CONGRESSIONAL DISTRICT

Kent

STATE

Maryland

COUNTY

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☐ BUILDING(S)  
bridge ☒ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☐ YES: RESTRICTED  
☒ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☒ TRANSPORTATION  
☐ MILITARY ☐ OTHER

**4 OWNER OF PROPERTY**

NAME Maryland State Highway Administration  
District Engineer

Telephone #: 301-778-3061

STREET &amp; NUMBER

Morgnac Road

CITY, TOWN

Chestertown

VICINITY OF

STATE, zip code

Maryland 21620

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE  
REGISTRY OF DEEDS, ETC.

Liber #:   
Folio #: no deed reference

STREET &amp; NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

K-450

**CONDITION**

—EXCELLENT  
☒GOOD  
—FAIR

—DETERIORATED  
—RUINS  
—UNEXPOSED

**CHECK ONE**

☒UNALTERED  
—ALTERED

**CHECK ONE**

☒ORIGINAL SITE  
—MOVED DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The highway bridge between Chestertown and Kingstown is a two lane, concrete structure with its deck supported by a series of 38 arches which spring from concrete piers. Over the center is a steel-grate draw span and a copper-roofed guard-house. The bridge is low to the water, arching gently to about 12 feet over mean high tide. The concrete is grey-tan in color with yellow and brown river run gravel and sand aggregate.

The bridge railings are cast in sections that correspond to the distance between the piers. The handrailing is plain with massive rectangular balusters. Both ends of the bridge are octagonal, bronze lanterns set on tall square posts with cast geometric design lamp posts and lanterns at the beginning and end of the draw span are set on bronze posts.

The gate house is square and its roof is a handsome ogee in shape. On each facade is a three-part window, a wide one over one sash window set between two narrower one over one sash. The doorway, on the northeast facade, is also set between two side lights. Constructed of cast concrete, the gate house sets above the water on tall piers.

There are two bronze plaques set in the bridge. One, in the center draw span, is inscribed with the men involved with the bridge's construction:

CHESTER RIVER BRIDGE  
BUILT 1930  
STATE ROADS COMMISSION  
C. CLINTON UHL - CHAIRMAN  
HOWARD BRICE      JOHN K. SHAW  
H.D. WILLIAR, JR. - CHIEF ENGINEER  
W.C. HOPKINS - BRIDGE ENGINEER

A dedication plaque is attached to the base of a lamp-post on the Chestertown side. It dedicates the bridge to "the Ex-Service Men of Kent County and Queen Anne's County". This dedication was sponsored by the Frank M. Jarman-Jefferson Davis Post of the American Legion on November 11, 1930.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## PERIOD

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1930

BUILDER/ARCHITECT see #7 (Description)

## STATEMENT OF SIGNIFICANCE

The 1920's and 1930's saw an active bridge-building program on the major highways of the Eastern Shore. From the Conowingo Dam south, concrete bridges were erected to carry automobile traffic over the wide rivers of the shore, and many accommodated marine traffic with draw spans. The gate-keeper's houses, often with whimsical roofs, made for picturesque crossings, and the bridges, typically low and graceful, were in harmony with the landscape.

Now in their 50's these bridges are beginning to disappear, and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view to or from the structure.

The Chester River Bridge built in 1930 is the last of these Upper Shore bridges still in fairly good repair.\* As much a part of the town scape as River House or Widehall, it deserves preservation as a monument to early twentieth century engineering.

\* Plans are underway to replace similiar bridges over the Bohemia, the Sassafras, and the Choptank River Bridge at Cambridge.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Records, State Highway Administration.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Bridge. No acreage.

The nominated property includes the bridge structure itself, that is piers, railings, deck, original lamp posts, gate-keeper's house and supporting structure, abutments, and immediate approaches.

### VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE Maryland

COUNTY Kent

STATE Maryland

COUNTY Queen Anne's

## 11 FORM PREPARED BY

NAME / TITLE

Marsha L. Fritz, Survey Consultant

ORGANIZATION

Kent County Planning Commission

DATE

778-4600, ext.67

STREET & NUMBER

Court House

TELEPHONE

CITY OR TOWN

Chestertown, Maryland

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Chestertown Bridge

**2 LOCATION**

STREET &amp; NUMBER

Maryland 213 and Chester River

CITY, TOWN

Chestertown

VICINITY OF

CONGRESSIONAL DISTRICT

1st

STATE

Maryland

COUNTY

Kent

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☐ BUILDING(S)  
☒ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☐ YES: RESTRICTED  
☒ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☒ TRANSPORTATION  
☐ MILITARY ☐ OTHER

**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey

Telephone #:

STREET &amp; NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code  
Maryland 21201**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Kent County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

Chestertown

STATE  
Maryland**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

K-450

### CONDITION

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

### CHECK ONE

☒ UNALTERED  
☐ ALTERED

### CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED      DATE \_\_\_\_\_

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge shares its significance with the other moveable bridges of Maryland (see M/DOT Survey general bridge significance). The pylons with intact lanterns are particularly notable.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
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<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1930/1976

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

This bridge carries Maryland Route 213 NW-SE across the Chester River from Queen Anne's County into Chestertown, Kent County. It consists of a double leaf bascule span of 89', approached from both ends by a series of concrete girder spans totalling thirty-four 35' spans and four 33' spans. There are four-sided tall concrete pylons at the ends of the concrete balustrades which line the concrete girder portions of the bridge. These pylons are topped with bronze or copper lanterns, intact. The bridge house sits at the westernmost corner of the draw span, and is the typical concrete square plan, one-room-at-road-level structure on concrete pilings associated with similar bridges (see SHA# 23002, 7025, 9001, e.g.). There are modern light standards at intervals along the downstream (SW) balustrade.



**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Files of the Bureau of Bridge Design, State Highway Administration,  
301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford  
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Chestertown, MD

Quadrangle Scale: 1:24 000

UTM References:

**VERBAL BOUNDARY DESCRIPTION**

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

NA

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

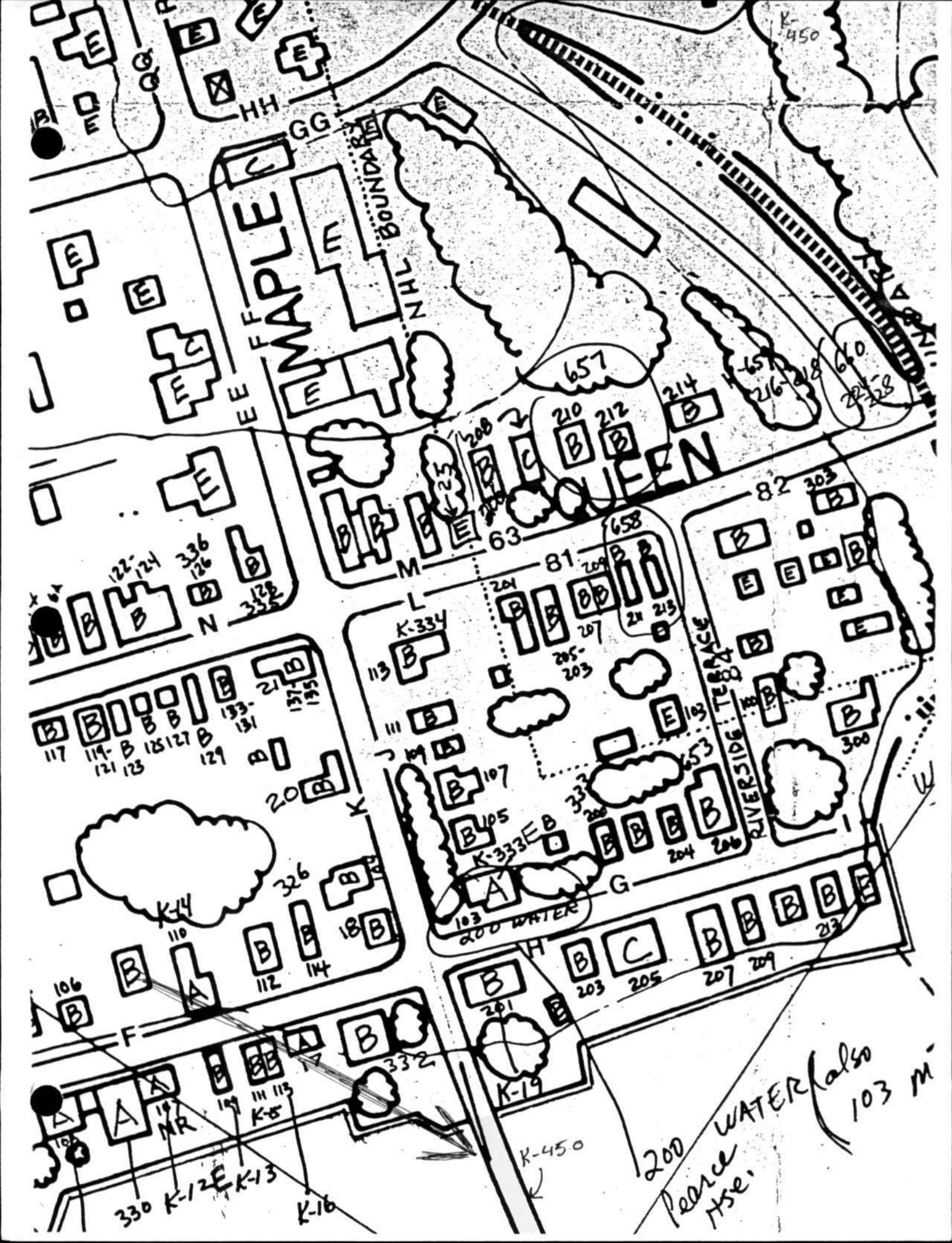
Maryland 21401

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Annapolis, Maryland 21401  
(301) 267-1438





K-450

CREEK

FOXLEY MANOR

Radcliffe

Gill Airport

CHESTER ARMS

CHESTERTOWN

Kent & Queen Annes  
Rescue Squad

291

Kent Co  
Health Ctr

CALVERT  
HEIGHTS

High  
Chestertown

20

Creek

Washington  
College

Kent & Queen  
Annes  
County

Chestertown MS

MILE TREE  
VILLAGE

CHESTER  
RIVER

County  
Courthouse

Town Hall

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National Guard  
Armory

QUEEN KENT  
ANNES COUNTY

CHESTER  
RIVER  
BRIDGE

HEATHER

HEIGHTS

QUAKER

Chester River  
CC

289

Janes

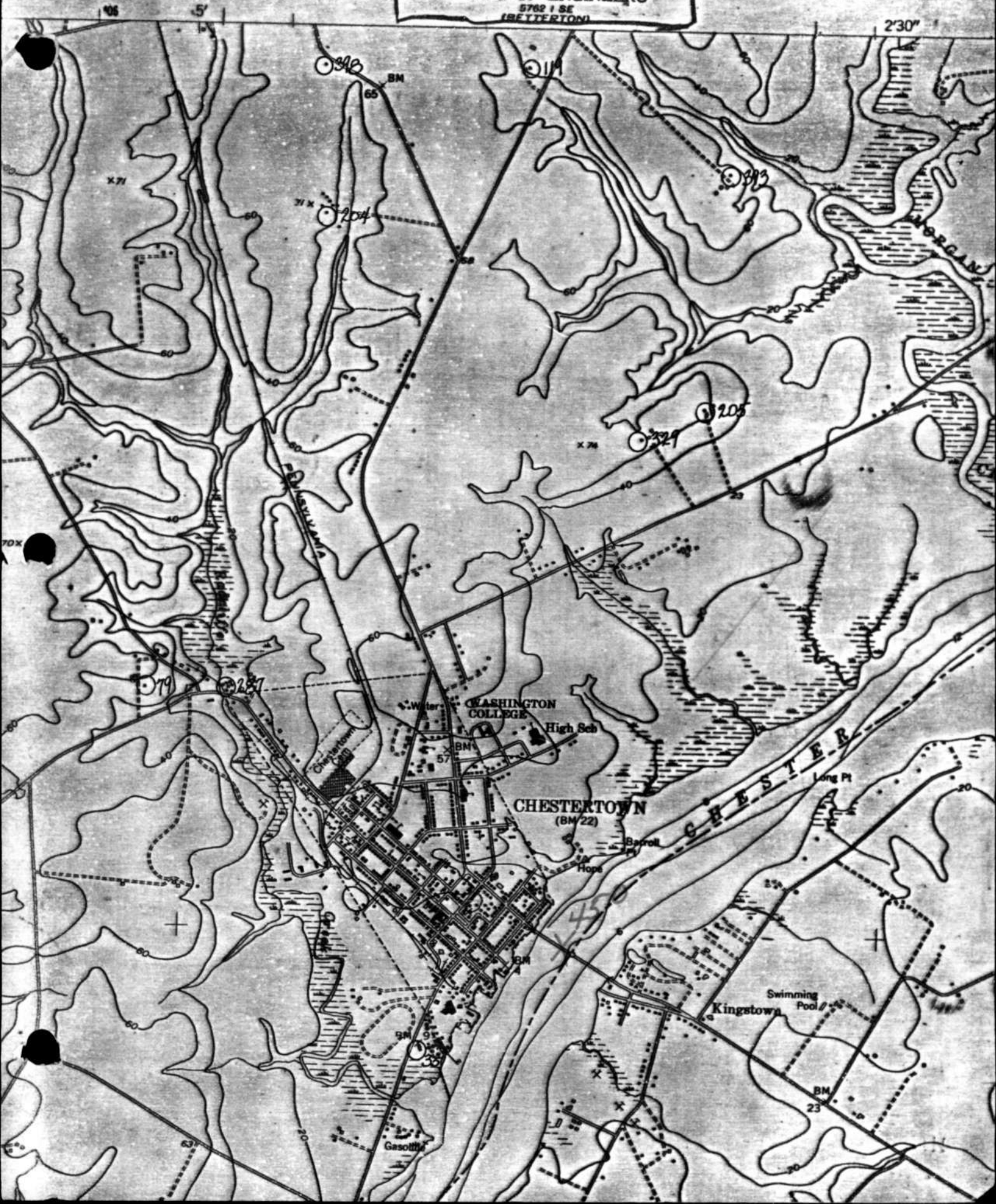
CHESTER



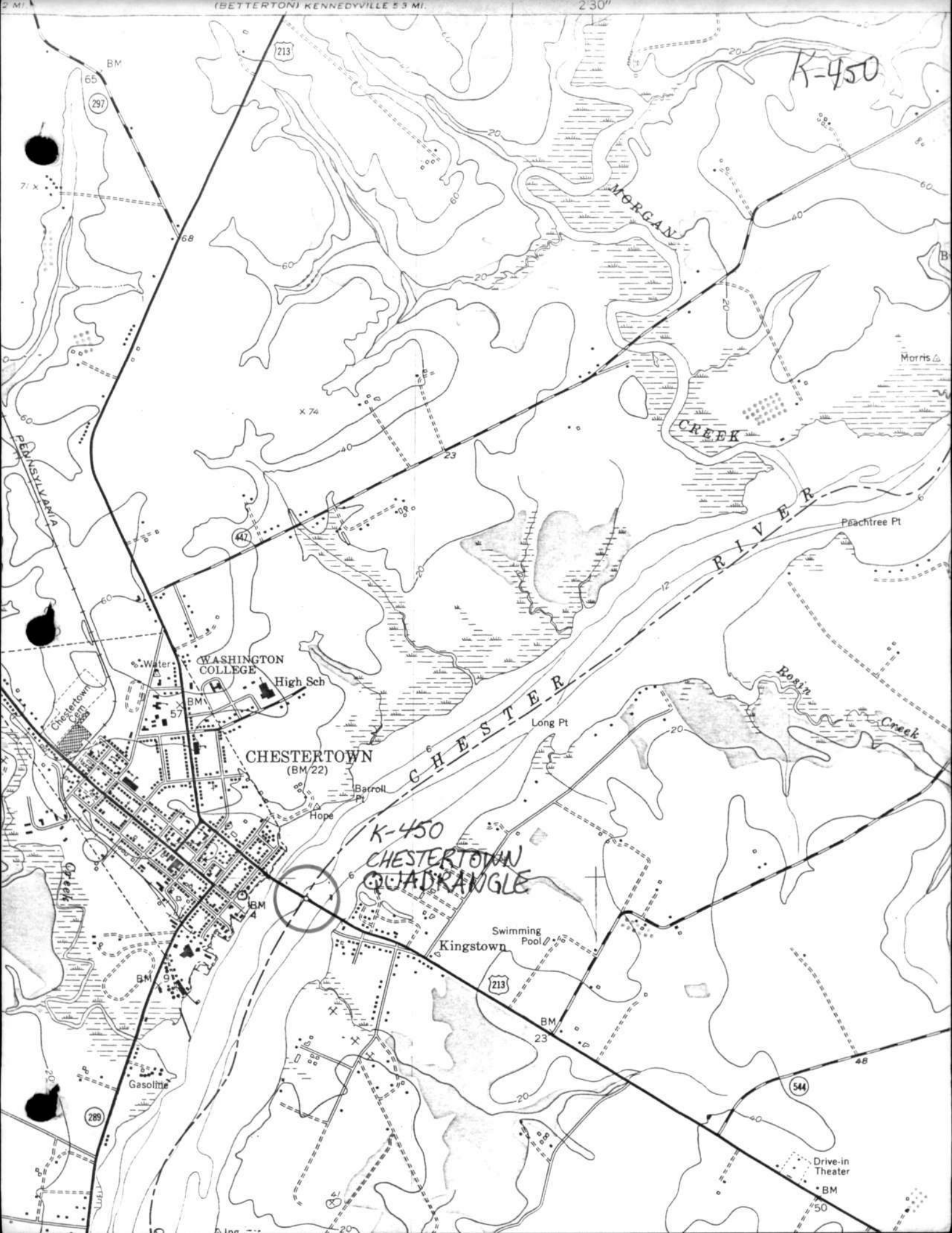
UNITED STATES  
DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS

5762 I SE  
(BETTERTON)

K-450



K-450







K-450

Chester River Bridge

View to Northeast

Chestertown

Kent County

M. L. Fritz

9/1980

PRINTED BY  
J. Tyler Campbell  
CHESTERTOWN, MARYLAND  
SEP 25 1980



Chester River Bridge

K 450

Chestertown - Kent County - Queen Anne's

W. S. Coar

6/18/83

M H T

S.E. from Chestertown Shoreline

#1 of 14



K-450

Chester River Bridge

chestertown - Kent - Queen Annes Counties

W. S Coar

6/18/83

M. H. T

S. E from Chestertown Shoreline

#2 of 14



SPEED  
LIMIT  
30

Chester River Bridge

K-450

Chester town - Kent - Queen Annes Counties

W.S. Coar

6/18/83

M.H.T

Corner of Maple Ave - Water St. Approach  
S E from Chestertown

#3 of 14



CHESTER  
RIVER



Chester River Bridge

K-450

Chestertown - Kent - Queen Anne's Counties

W. S. Coar

6/18/83

M. H. T

Bridge Approach

S.E. from Chestertown

#4 of 14



K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's County

W. S. CoAR

6/18/83

M. H. T

Bridge Approach and Lamp - Post

S. E from Chestertown

# 5 of 14



Chester River Bridge

K-450

Chester town - Kent - Queen Anne's Counties

W. S. Clear

6/18/83

M. H. T.

Bridge Surface and Gate Keepers House

S. E. from Chester town

# 6 of 14



Chester River Bridge

K. 450

Chester town - Kent - Queen Anne's Counties

W S Coar

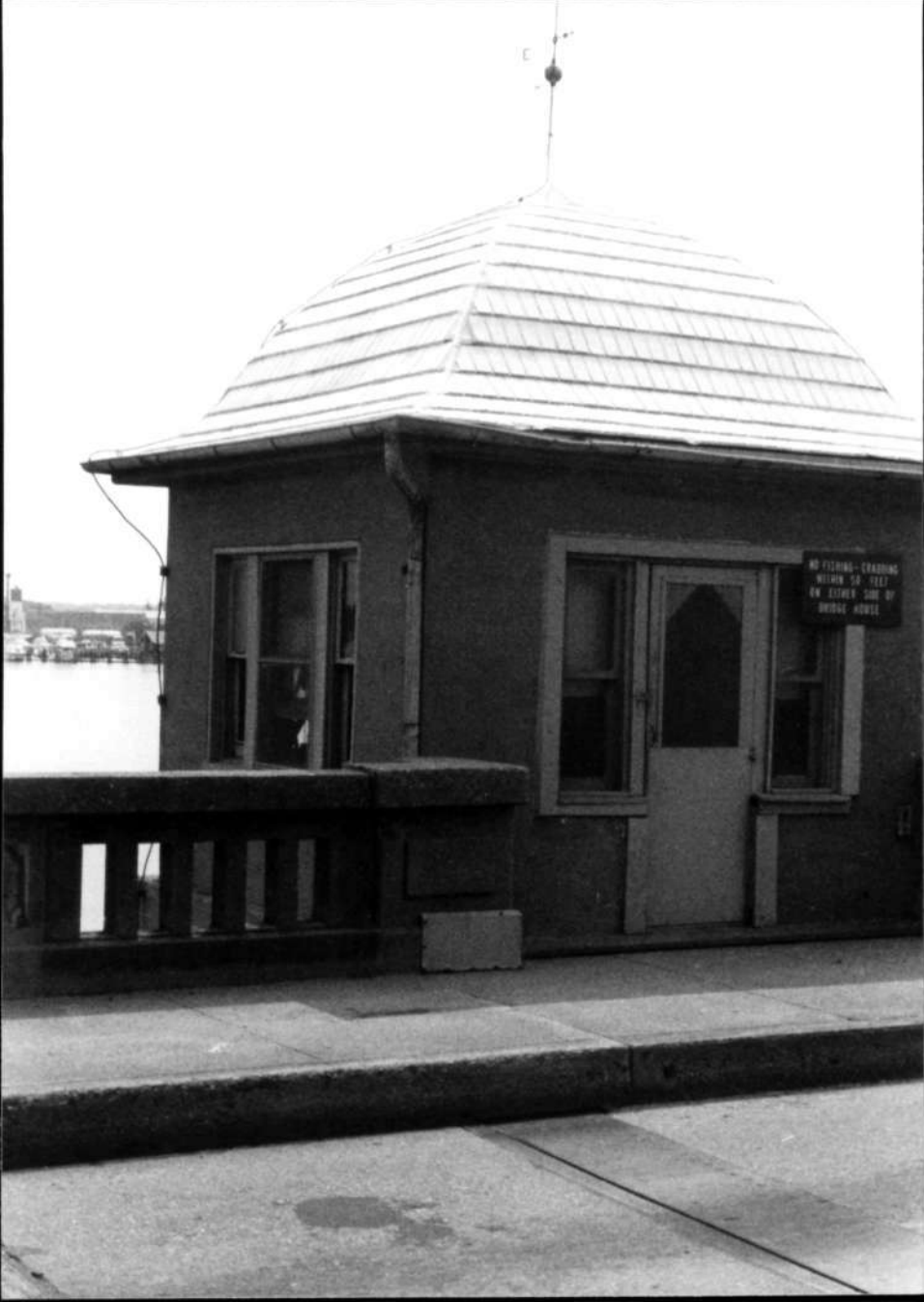
6/18/83

M.H.T

Gate Keepers House

N.W from Bridge Surface

# 2 of 14





K-450

Chester River Bridge

Chesterton - Kent - Queen Anne's Counties

W. S. Coar

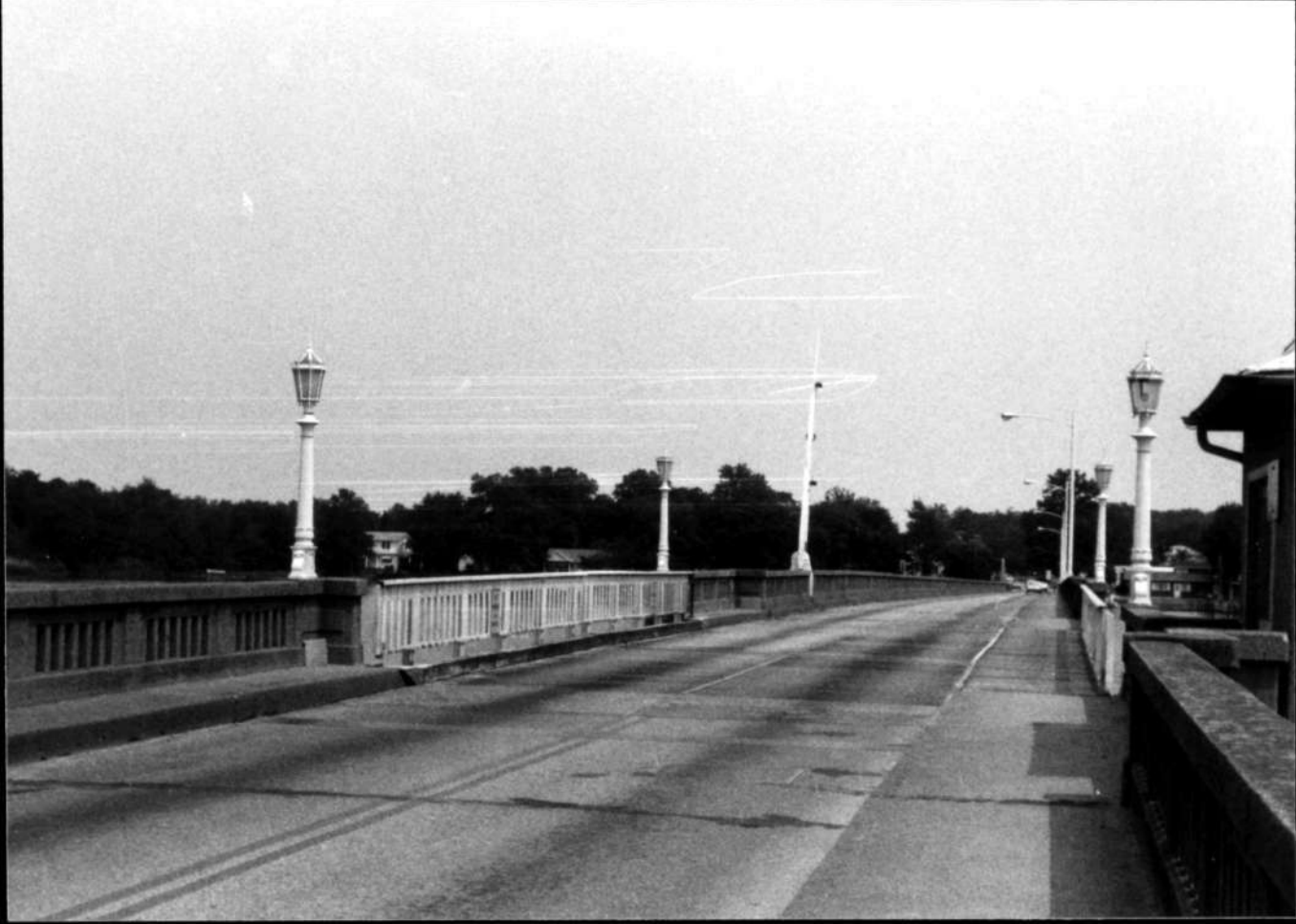
6/18/83

M.H.T

Gate Keepers House Detail

N.W. from Bridge Roadway

#8 of 14



Chester River Bridge

K-450

Chester town - Kent - Queen Annes Counties

W. S. Coar

6/18/83

M. H. T.

Bascule Lift Section and Lamposts

S E from Bridge Roadway

# 9 of 14



K-450

Chester River Bridge

Chestertown - Kent - Queen Annes Counties

W. S Coar

6/18/83

M. H. T.

North side of Bridge from Queen Anne's  
County Side

N.W. from Queen Anne's County Side

#10 of 14



Chester River Bridge

K-450

Chestertown - Kent - Queen Anne's Counties

W.S Coar

6/18/83

M.H.T.

South Side of Bridge from Queen Anne's  
County Shoreline

Chestertown Waterfront in Background

N.W. from Queen Anne's County

# 11 of 14





Chester River Bridge

K-450

Chester town - Kent - Queen Anne's Counties

W.S. Coar

6/18/83

MHT

Bridge Approach from Queen Anne's County

N W from Queen Anne's County

#12 of 14



Chester River Bridge

K-450

Chestertown - Kent - Queen Anne's Counties

W.S. Coar

6/18/83

M.H.T.

Bridge Surface and Lamp Posts ext

Queen Anne's County Side

S.E. from Bridge Surface

# 13 of 14



Chester River Bridge

K-450

Chester town - Kent - Queen Annes Counties

W.S. Coar

6/18/83

M.H.T

Bridge Approach - Queen Annes County Side

S E from Bridge Surface

# 14 of 14